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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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Hongkong Daily Press.

ESTABLISHED 1857.

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The only Reliable Brand is
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IT AT ONCE RELIEVES THE SKIN
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A. S. WATSON & CO.
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ESTABLISHED A.D. 1841. [a1381]


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Have been appointed
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BLEND
WHISKY.
The Brand of the
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Price Per 1 Doz. Bot. \$14.00
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**CUTLER, PALMER
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PRICE \$11.00 PER DOZEN
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"WHITE HORSE CELLAR"
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a46]

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No. 54, QUEEN'S ROAD CENTRAL
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**HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.**
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Flannel Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

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SUPPLY CO.**


RONALD BENNIE'S WHISKIES.
Green Seal. \$12 per doz.
Perfection. \$14 per doz.
Finest Liqueur. \$16 per doz.
BARRETTO & CO., Agents.
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[a2347]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks of 37½ lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a1451]

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HOTELS,**
8 & 10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTELS.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.
Special Rates for Monthly Boarders.
For terms apply—
B. F. HOWARD,
Manager.
Hongkong, 24th September, 1904. [1621]

**THE
LAHMEYER ELECTRICAL CO., LD.**
LONDON
AND
**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.**
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. 5

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.00 PER CASE.
**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$21 PER DOZ.
11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.
**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
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We have Just Landed a Few Cases of Champagne in QUARTER
Bottles suitable for invalids.
LANSON VIN. 1898.
Price.....\$15 Per Dozen.
Telephone No. 75.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS, &
15, QUEEN'S ROAD.
Hongkong, 20th September, 1904. [a35]

E. C. WILKS & CO.
CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS
MARINE AND ELECTRICAL CONTRACTORS.
SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,
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Agents for H. W. JOHN'S ASBESTOS GOODS.
Cable Address "MARINEWORK," Hongkong.
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12, Beaconsfield Arcade, Hongkong.
Hongkong, 24th August, 1904. [a1153]

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DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
RETURN.
UNDERTAKEN.
UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND PAN
AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee).
Hongkong, 15th August, 1904. [a385]

LANE, CRAWFORD & CO.
MUSIC DEPARTMENT.

The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of
BROADWOOD & SONS,
BRINSMEAD & SONS,
COLLARD & COLLARD,
CHALLENGE & SONS,
ALLISON & CO.,
DORNER & SONS and STEINWAY & SONS.

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—
LANE, CRAWFORD & CO.
Hongkong, 23rd September, 1904. [a24a]

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FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.
COUNTERS, PARTITIONS, FITTINGS, ETC.
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460. [a1708]
Hongkong, 15th August, 1904.

NERNST
NEERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
EDM. JOHANNSEN OR SIEMSEN & CO. [a55a]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
LETTS' DIARIES 1905.
Electricity in the Service of Man ... \$9.00
The Man Roosevelt ... 4.60
Post Card Painting ... 0.80
Chinese Characteristics, by Smith ... 4.50
Village Life in China ... 4.10
Stanley Gibbons' Stamp Catalogue.
British ... 1.50
Foreign ... 1.50
The Vanguard: a Tale of Korea ... 3.50
The Light of Asia, by Arnold ... 1.50
Tennyson's Poems, bound in Lambskin ... 3.00
Wordsworth's Poems, bound in Lambskin ... 3.00
Lauder's Shorter Works, bound in Lambskin ... 3.00
Shakespeare's Poems and Songs, Lambskin ... 2.20
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STOCK OF COLOURED PASTELS—CARTOON.
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SHOOTING, THE SEASONS, Pictures
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DATING STAMPS. Great Variety.
THE YANKEE STYLE PEN.
Various Sizes.
BRASS FRAMES and COPPER FRAMES,
Various Sizes.
SETS OF BADMINTON
EGYPTIAN CIGARETTES [a23]

TIRED WHEN YOU GET UP?
Do you get out of bed in the morning feeling "all played out," dull headache, no appetite,
no energy?
WATKINS' IRON TONIC
A simple tonic that will make all the difference in the world in the way you feel. It will
stimulate your liver, tone up your system, give you an appetite. You need only take it a short
time before you will get up in the morning with a clear head, a pure sweet breath, and feeling
like work.

WATKINS LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING. [a37]

**THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.**

Wholesale and retail quotations particulars
and samples, will be sent free on application to
the above depot.
Swatow, 8th June, 1904. [2169]

**ROYAL AERATED WATERS
MANUFACTORY.**

PRODUCE the Highest Class AERATED
WATERS in the Far East on account
of their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BEATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters
was carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.
Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel.
367. Depot, Ice House Street. Tel. 374.
F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

NOTICE.
I HEREBY BEG to inform Drinkers of
TAN-SAN, that I have ceased to use Corks
made by the London Crown Cork Co. as they
have given me dissatisfaction, and that I am
now using a Cork which will keep the water in
excellent condition and free from illages.
J. CLIFFORD WILKINSON,
Kobe, Japan.
Sole Agents, Hongkong—
H. PRICE & CO.,
12, Queen's Road Central.
Hongkong, 3rd October, 1904. [2359]

NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE,
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.
For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [2265]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Co.
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday,
excepted to receive and deliver perishable goods
WM. FARLANE, Manager.
Hongkong, 18th November, 1901. [75]

HOTELS.
HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a49]

**THE
PEAK HOTEL.**

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a14]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1802]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a149]

**MACAO
AND
CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor.
[a2106]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)**

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a224]

INTIMATION

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LIMITED.

ESTABLISHED A.D. 1841.

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DISPENSARY.SEASONABLE SPECIALITIES
HIGHLY RECOMMENDED.WATSON'S
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WILD CHERRY COUGH
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QUININE AND IRON
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ALEXANDRA BUILDINGS.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address: Press. Codes: A.B.C. 5th Ed.
Litho.
P.O. Box 34. Telephone No. 12

BIRTHS.

On 27th September, at Shanghai, the wife of HARLEY E. GIBSON, of a son.
On 28th September, at Tientsin, the wife of GUY D. B. BOWELL, of a daughter.

MARRIAGE.

On 28th September, at Shanghai, CHARLES MARSHALL JULIUS WILDER, of Shanghai, aged 34 years, to MRS. MARIA GRANDON, born de Fosse, widow.

DEATHS.

On 20th August, at London, DOROTHY CATHERINE, infant daughter of G. E. and M. C. STEWART.
On 24th September, at London, RODMAN HOME COOK, late agent of the Hongkong and Shanghai Banking Corporation at Kobe, Japan, aged 64 years.
On 28th September, at Shanghai, E. LEWIS, of the Imperial Maritime Customs, aged 30 years.
On 28th September, at Shanghai, JANS CARL ROSENBERG SHORNGREN, third engineer of the Cable steamer *Store Nordiske*, aged 26 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, OCTOBER 4TH, 1904.

The gentleman whose letter appears in a neighbouring column, over the pen name of "Scotland for Ever," has demonstrated, so far as we are concerned, that if it does require a sledgehammer to get a joke into a Caledonian skull, it certainly does not need a can opener to get one out. Our correspondent, so far from joking "with difficulty," betrays a subtlety of humour, and a "by ordinary" finesse of jocularity, when he has to chuckle in parenthesis as he pens the word "opinions" as a sort of makeshift title for the remarks that appear in this particular column of the paper. The delicate *sonnet* of sarcasm (bracketed) seems to have set in motion some internal cackling mechanism, like merry bells jangling out of tune, so that we picture him laying down his pen to laugh unintercepted at this *bon mot* which had, as it were, slipped out and surprised its author into a fit of self-gratulatory giggling. On no other supposition can we explain how he came to disagree with our opinion of the Hon. R. SHEWAN's speech "on these grounds," i.e., that our comments are usually interesting, powerful, facile, palat-

able, and easily digested! [To retrieve our reputation for modesty, we must point out that these are the qualities defined in the letter, and cited as grounds for disagreeing with us.] However, on the question raised by our correspondent, we do think the manner of presenting the facts does matter. He pleads for flippancy, but what he means to defend is satire, sarcasm, and the like. In a case like his own (attacking a perhaps too ponderous criticism) ridicule, satire, even flippancy, are often the most effective weapons. In striving for grave matters, like the welfare of a city, and the removal of serious impediments to its progress, such methods are either edged tools (in the sense that they cut only the user) or very blunt ones (in the sense that they cut nothing.)

Let us suppose that "Scotland for Ever" is arraigned before the Supreme Court on a capital charge. (As he would say—"be careful, we are only supposing.") Suppose, moreover, that he has retained the Hon. Mr. SHEWAN as advocate to plead for his life. Then suppose that the prisoner's counsel begins to cause "raucous laughter in Court," by citing *Burdell v. Pickwick*, by suggesting that His Lordship the Judge should diet on thistles in order to enter into the feelings of "Scotland for Ever," and interpolating the "meaningless word 'Rats!'" when the black cap comes to be donned. Is our correspondent still going to maintain that the method of presenting a case is immaterial? We imagine that he would be somewhat grateful to any newspaper commenting that his case had not received proper treatment. At all events, he would be unlikely to repeat his present blunder of regarding a flippant speech as a "preventative" of evil humours already collected.

This game of poker has been acquiring extraordinary popularity at Hongkong, and we have repeatedly heard of high play among young men who cannot be said to claim similar intimacy with high play. The other day, at a sitting of the Supreme Court (our report of it being unwarrantably withheld by the reporter) there was heard a case directly arising from that seductive and mind-obscuring game of cards. We would like to think that the statement of the mess into which it apparently put the defendant would give pause to the numbers of young men who are even now being led into a ruinous pastime for the pursuit of which are needed more money and more strength of mind than many of them possess. Owing to visits paid by both young men in the case, anxious to persuade us to withhold their names from the public, we have acquired a fairly reliable idea of the circumstances of this particular case. The defendant was admittedly a tyro at the game. The plaintiff based his application for suppressal on the generous plea that publication would seriously damage the professional career of his late opponent. The sincerity of this representation we do not specifically impugn; but we would like him to conquer his egoism long enough to try to see himself as others must see him in this unhappy incident. We have never previously heard of a gentleman suing for such a debt; nor, for that matter, permitting himself to be sued. We took the liberty of asking the defendant why he allowed such an ignominious suit to go to Court, and gathered that he was persuaded thereto by friends. The advice of friends is, unfortunately, not always the advice we should take. The defendant would have done better to pay what was asked, and afterwards to have cut the plaintiff. Also (as we hope he will now) he should have made up his mind to eschew poker in favour of some game less exigent. We do not think we are far misled in our conclusion that in this case the successful litigant makes a poorer showing than the one who lost. It was deposed that he "generally won," and he himself stated that he stood creditor to other victims for considerable amounts. It is also on record that His Honour Mr. SEACOMBE SMITH had to request him to "behave as a gentleman" in the Court. The amounts mentioned in the course of the case show that the stakes played for were much too high for young men of their financial means. Although the Judge was obliged to give a verdict on the evidence, there being an acknowledgment that there was "value received," the debt would obviously not have been contracted except at the card table. When such documents become necessary, poker is no longer an exciting pastime; it becomes a business, and a shady one at that. The young man about to "learn" poker should therefore cast out his mental view of potential winnings, and set himself to realise what he "stands to lose." It appears that even in Hongkong, it is possible to lose more than money. *Verb. sap.*

The Pollard Lilliputian Company are due to arrive here on the 13th by the s.s. *Taiwan*.

Mr. H. J. Andes, of the Imperial Chinese Maritime Customs, has been transferred from Newchwang to the head office at Peking.

The *Collier's Weekly* correspondent at the front says the Russians were outnumbered by the Japanese at Liaoyang by "at least 50,000."

On page 5 of this paper will be found several very interesting items, including an account of renewed activity among the Boxers in the North.

The Sanitary Board sits to-day (Tuesday) at 4.15 p.m. The "orders of the day" include only the usual business of the Board.

A German strategist opines that Russia will not endeavour to reconquer the positions lost, but will advance in the spring from Vladivostok on Corea.

The Jews of Tientsin have bought a new piece of ground for a synagogue and cemetery. The present cemetery has been found too marshy: "the monuments are fallen down."

The Tientsin Autumn Race Meeting will be held on the 1st, 2nd and 3rd November. There are nine events on each day, but the value of the respective races are not yet filled in the programme.

Messrs. Gilman and Co., Lloyd's agents, have received telegraphic advice from Nagasaki that in consequence of gun practice being held, shipping will not be allowed to enter the port on 10th inst.

Sir Matthew Nathan visited Queen's College yesterday morning. He asked that the pupils be given a half holiday, and expressed his intention of sending a book to Carl Banjo, the dux of the school.

We have been favoured with a copy of the *Middlebury Observer*, published by T. M. Pollock at Middlebury in the Transvaal. Mr. Pollock was formerly one of our staff, and we are glad to see he is doing well.

The Tientsin Review thinks it will occasion some surprise to learn that the Yokohama Specie Bank in Tientsin charges a discount of 15 per cent. on the Japanese paper money issued for use in Manchuria!

Return of visitors to the City Hall Library and Museum for the week ending the 2nd October, 1904, were 222 non-Chinese and 67 Chinese to the former, and 67 non-Chinese and 1,622 Chinese to the latter institution.

A Shanghai jury, inquiring into the death of Hugh Gow, late second stoker on H.M.S. *Vestal*, found that he was accidentally drowned in the river there. A sampan coolie said he saw the man jump in the water. He was in a drunken state.

In a criticism of the new book by the writer when the *Sunday Sun* of Manila calls "Henry Savage Slender," that paper incidentally remarks: "We have one of the healthiest cities in the Orient. As compared with Hongkong, it is a paradise."

The *Courier de Tientsin* learns, on good authority, that the Chinese employed on the Yunnan Railway are rapidly dispersing owing to their fear of being forced to enrol by the Chinese sent to raise troops, or the alternative of being considered as rebels.

The Tientsin Review remarks: "Again some of our too greedy contrabandists have been caught trying to smuggle arms, and the last consignment of some 50 revolvers belonging to a well-known German speculator were captured and confiscated on the s.s. *Kaisberg*."

Readers who have noticed the absence of the usual plague return, and who may miss it in the future, are reminded that no news is good news sometimes. Since the last report was published there has been no case of plague. Last week's record is blank in regard to all other communicable diseases.

The British destroyer *Chinois* has been sunk while executing her steam trials off the Ionian islands. All on board were saved. The *Chinois* was a destroyer of 300 tons displacement and 30.4 knots' speed, built by Palmer's Co. at Jarrow in 1896. She was commanded by Lieut. Sydney H. Tenyson.

[Yesterday we published a Reutergram dated 29th September, to the effect that General Kuropatkin reported that the Japanese had begun "an offensive movement."]

No matter what the Russians do. Aggressive or defensive. It's plain to them the Japs. behave in manner quite offensive.

Captain Blanchard has returned to Tientsin from Newchwang with the steam tug and lighter belonging to the Taku Tug and Lighter Company, which he took to the Liao River some time ago, laden with about 400 tons of timber and iron to be used in the construction of the new stores and godowns now being erected by Messrs. Bush Bros. at Newchwang. He coasted up the west side of the Gulf of Pechili and met with no adventures on route.

Among the many hard cases which one hears of daily, that of some European sailors seems worthy of attention. It appears, says the *Antiochian*, that the Japanese Government or some Japanese shipping company chartered some foreign steamers; and on their arrival here to load, send drift the European sailors, replacing them with Chinese; telling the former that it was easy to get better employment in this port. So the men are stranded.

In our report yesterday of the fight between Burke and McPhee it was stated, by mistake, that McPhee fouled Burke in the closing round. Instead, Burke fouled McPhee, as the referee's decision, reported correctly, showed.

The statement, repeated by us, that China had protested against the Anglo-Tibetan Treaty, is now declared false. A Peking telegram to the *N.C. Daily News* says: The Waiwupu denounces officially the statement recently made on Russian authority, and declares that it has never protested against the Anglo-Tibetan Treaty. It appears, nevertheless, that there was some strong objection raised at Peking.

A dangerous pirate whom the Chinese authorities have been trying for a long time to get hold of has just been captured in Macao and handed over to the Canton authorities. He claims (?) to have killed about 200 people, including a whole company of soldiers to the number of 40 who had been sent to arrest him. He was taken while asleep by a Macao Government servant who had been sent to inspect the house which the pirate used as his headquarters.

It may not be generally known, says the *China Review*, that the "Diplomatics" of the *Westminster Gazette* who is now Russophobic of the deepest dye, and is always writing about the dangers of an Anglo-Russian alliance, is the nom-de-plume of Mr. Lucien Wolf, a journalist who some years ago was sent to Russia on a mission in connection with the Jews, wrote most highly of the country, and became a *persona grata* to the Tsar. Why he has changed his views is a mystery.

General Stoessel, as an independent commander, would have a perfect right under the Russian military regulations to surrender at discretion," said a member of the Russian general staff at St. Petersburg, "but it may safely be assumed that a man of Stoessel's temper will not create a new precedent in Russian history. Our military annals do not show a single case where a commander yielded a fortress upon the demand of the enemy in order to avoid a fight. 'Sevastopol' was only taken by storm after months of besiegement."

With regard to the appointment of Captain Wirren to the command of the Port Arthur squadron, the *China Review* learns that Captain Wirren was only promoted to his captaincy three years ago. There are 191 captains in the Russian Navy, and Captain Wirren is the seventy-seventh in seniority. He has thus been promoted above the heads of many senior officers, and may resort to some exceptionally bold course for saving the remaining ships in Port Arthur as an earnest of his promotion. The Japanese will now be more vigilant than ever in watching the squadron.

A Chinese detective was observed yesterday vigorously punching a hawk in the vicinity of Des Vaux Road. Two Europeans intervened and put an end to the assault. The hawk expressed an ardent wish that the matter could be brought to the notice of the detective's superior officers. It was suggested to him that the best means of doing that would be by summoning the detective for assault. But the hawk would not entertain the idea for a moment, explaining that he feared this would result in greater violence to himself, if not by the detective, then by "hired loafers."

The new *China Review* at Tientsin is quite outspoken. It says:—"And now that we have both the morning journals pro-Japanese we are all the more proud of being the only representative, at any rate in the north, of both sides of the question, with a pronounced sympathy for the much misrepresented and maligned Russians." In the same issue we read: "We have had our special attention drawn to a specimen of what is termed, by the Japanese, a dum-dum bullet and cartridge, and, on careful examination, we found that it is nothing more than the usual elongated flattened bullet used for the Russian Army officer's revolver." How does our contemporary know that the bullet shown to it was like those found by the Japanese?

The *Novoye Vremya's* war correspondent sent the following account of the death of Artillery-Colonel Muravsky at the battle of Kiuliencheng:—"Muravsky died like a hero. When the battery was about to retire he ordered a halt, trained the guns again, and reopened fire. In a few seconds almost every surviving man had been mown by the Japanese. Then Muravsky himself loaded and fired his guns. When there were no more shells he took the breach-blocks and battered them against a rock. The few men left alive in the neighbourhood rushed up to him and begged him to retire. 'Go yourselves, children, with—God! You have done all you could, but I remain,' he said. 'Without my guns there is no place for me.' A second later he fell, struck by half-a-dozen bullets."

Hannum est errare. At any time we are never reluctant to grant the fullest scope to correspondents who wish to correct errors, real or supposed, that they may see or seem to see in our columns. Yesterday we published two letters correcting our Canton correspondent's account of the fire at Messrs. Arnold, Karberg & Co.'s oil tanks. The writer of the second letter was careful to say the fire was "at Fong Tsai (not Fati)," whereas the first letter written by a brother of the gentleman in whose interest both were avowedly penned, endorsed our correspondent's mention of Fati as the locality. In justice to our correspondent, we must express the opinion that he intended to convey no imputation against Mr. Xavier, who may have been injured more by the efforts of his too zealous friends.

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

THE EXPECTED SORTIE.

SHANGHAI, 3rd October.

Two tugboats have gone down to Gutaloff to bring up the *Bayan* which is reported to be anchored there.

[The presence of the *Bayan* at Shanghai is evidence that the expected second naval dash from Port Arthur has taken place. The Japanese high trajectory fire was making the harbour quite unsafe for the Russian ships remaining. We shall probably hear of a naval engagement outside, and the fate of the others soon.]

[REUTER'S SERVICE.]

RUSSIAN REINFORCEMENTS.

LONDON, 1st October.

Reuter's St. Petersburg correspondent wires that the second Manchurian army will consist of the 4th, 8th and 16th corps, the 6th Siberian corps and several brigades of Tirailleurs.

RUMOURED RECALL OF ADMIRAL ALEXIEFF.

LONDON, 1st October.

A rumour is current that Admiral Alexieff is about to be recalled. The Grand Duke Nicholas Nicholavitch is widely credited to be his successor.

THE SHOW FLEET.

LONDON, 1st October.

The Dowager Tsaritsa and the Queen of Greece inspected the Baltic fleet at Royal yesterday. The Tsar reviewed 27,000 troops at Odessa.

[From Northern Papers.]

HIGHLY INTERESTING TERMS.

LONDON, 18th September.

The *Daily Telegraph* states that they learn from a high Japanese official that the authorities at Tokyo are issuing a preliminary circular outlining the terms upon which they would be prepared to make peace, after the capture of Port Arthur, the occupation of Moukden, and the taking of Saghalien. They are as follows:—

1. To hand over the whole of the Liaotung peninsula to China, on condition that the latter makes Port Arthur an open port.
2. An International committee to be appointed to take over and control the Manchurian Railways, purely as a commercial enterprise.
3. To have an indemnity of one thousand million yen paid by Russia.
4. Russia to hand over to Japan all the war ships that she may have at the time in the Far Eastern Seas.
5. After the capture of Saghalien Island, Japan would be prepared to lease the same to any company, British or American, for a payment of a sum of say about fifty million yen, and a royalty on mineral and timber products.

[The *China Review*, which received this message, regards it seriously, but we are dubious of these un-named "high officials."]

THE WAR AREA.

MOUNKDEN, 21st September.

The valuables, Imperial and others, have been removed from the Palace and Yumens and sent to Peking. Stores hitherto sent by rail northwards to Shimintun and thence by road are now being conveyed by junks up the river Liao.

Advices from Liaoyang state that, in the recent fighting in and around the city, nearly 100 Chinese were killed and 350 wounded, most of whom are being treated at Dr. Westwater's Red Cross Missionary Hospital. The doctor himself is recovering from his wounds.—*China Review*.

[Dr. Westwater's friends have already reported that he was not wounded at all.]

A RUSSIAN CONTRADICTION.

Colonel Ogorodnikov requested publication of the following:

MOUNKDEN, 16th September.

The imaginary rumours that General Zassoulich has been captured with 3,000 men are entirely untrue. The general is with Kuropatkin, and none of his troops are prisoners.—(Sgd.) Harkovitch, Chief-of-Staff.

BUT THEY SEEMED TRUTHFUL.

HARBIN, 16th September.

The official reports of Marshal Oyama are in their details exaggerated, especially with regard to the capture of ammunition and waggon carrying same. When retiring from Liaoyang two railway waggons were left on the railway siding, being badly damaged by shell fire. This incident evidently is alluded to in Oyama's report as the capture of a large quantity. It was absolutely impossible for Marshal Oyama to report about quantities of ammunition, &c., captured on the day the Japanese entered Liaoyang, as there were none left behind. [We have good authority for saying that those reports are circulated with the intention to satisfy Japanese public opinion, which craved for reports of large captures of everything military, in order to allay the national regrets at the apparently useless heavy losses of life incurred in the unsuccessful attempt to cut off or surround Kuropatkin's forces.—*Ed. China Review*.]

THE RUSSIAN REARGUARD.

SHIMINTUN, 18th September.

Apparently the Japanese intend to surround Moukden and are sending troops up to Shimintun; but the Russians hold the road to Moukden from here in force, and have several Divisions on the Hungho River.

JAPANESE SUPPLIES.

NEWCHWANG, 18th September.

Japan is landing reinforcements, supplies, and winter necessities in large quantities and despatching them to the front, both by land and rail, from Tashichiao, and by boats up the Liao River, as quickly as possible.

HIS SUCCESSFUL FAILURE.

PARIS, 18th September.

H.I.R.M. the Tsar has specially congratulated General Kuropatkin on his successful evacuation of Liaoyang and orderly retreat to Moukden. The Japanese are advancing on Moukden.

FOREIGN ENLISTMENT ACT.

LONDON, 27th September.

The *Echo de Paris* publishes from St. Petersburg some correspondence between the British authorities and a coal firm at Dartmouth, which was desired by Russia to furnish coal for the Baltic Squadron en route to the Far East, with reference to the interpretation of the Foreign Enlistment Act.

The correspondence extends from the 21st of May to the 24th of August, when the Admiralty finally informed the firm in question that the provision of coal under these circumstances to vessels to be employed in connection with the war would be an infringement of the Act.

THE LIAOYANG AFFAIR.

The *Nichi-Nichi* criticises the report of General Kuropatkin, in which the General describes his retreat from Liaoyang as orderly and that nothing was left behind for the enemy. This has given the impression, among military critics, says the Tokyo journal, that the retreat from Liaoyang was previously planned and that the plans were carried out without the least hitch. This report is very misleading, and the facts prove the contrary. The trophies which have fallen into the hands of the Japanese are immense, and consist of rifles, ammunition, tools, food, fodder, clothing, &c. When the investigations of the Japanese are completed it will be found that the trophies taken at Liaoyang will amount to such a quantity as to be unprecedented in the history of war. [They did.] It is impossible to say whether General Kuropatkin made such a misleading report wilfully with the object of imposing on the world, or whether he was ignorant of the true state of things in the confusion. The immensity of the trophies taken by the Japanese at Liaoyang will alone suffice to destroy the impression made upon the public that General Kuropatkin retreated skillfully and successfully. The *Nichi-Nichi*, in conclusion, asks where the Russians are to obtain their supplies of provisions now that Liaoyang is fallen. With Newchwang and the Liao River in the hands of the Japanese and now the central part of Manchuria also, the only channel of supply for the Russian army is Vladivostok. There is the Siberian Railway, but it is wholly occupied by the transportation of troops. When the Japanese fleet blockades Vladivostok, which is expected shortly, where will the Russians obtain their provisions? If a supply is looked for from Europe by the Siberian Railway the transportation of troops must be seriously interfered with. As the Russians in Manchuria increase the greater quantity of provisions is required. The abandonment of Liaoyang by the Russians is also a heavy blow to the Russian source of supply, and their future difficulties can better be imagined than described.—*Kobe Chronicle*.

FOOTBALL.

In the six-a-side series Sandford's team last evening beat Boyd's team by 1-0; and Gray's team beat Ancoth's team by 2-1.

There are two games fixed for this afternoon: Boyd v. Knyvett; Williams v. Rutherford.

The Japanese Consul at Yingkow has telegraphically informed his Hongkong colleague, who in turn advised the Colonial Secretary, to the effect that ships or vessels arriving in Yingkow from Hongkong, Canton and Swatow are no longer subject to quarantine from the 30th September last, the above mentioned ports being declared to be no longer infected with contagious disease; but the prohibition of importation of rags, waste-paper, hair, earth and manure is still enforced.

Mr. James Mitchell, who has been trading in Shanghai, with offices in Hankow Road, as a commission agent, has mysteriously disappeared together with his comrade. He was last seen a week ago at St. George's Farm, Bubbling Wall, where it was noticed that his behaviour was somewhat strange, and he was very reckless with his money. Earlier in the same day he had been seen at the Hotel des Colonies in company with his comrade, who paid over to him there a considerable sum in coin and in notes. All enquiries on the part of Mitchell's friends and the police have failed to discover him, and there are fears, says the *Shanghai Daily News*, that he may have met with foul play. A warrant for the arrest of both men has been issued through the British Court.

CORRESPONDENCE.

HON. MR. SHEWAN'S SPEECH.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your daily dissertations, dealing as they do with an infinite variety of subjects, seldom fail to awaken more than a languid interest. Your opinions, moreover (save the impertinence), are inculcated with a power and wealth of literary allusion and an apt facility of expression which do not make them either less palatable or less easy of digestion. It is on these grounds that I differ from you on the subject of Mr. Shewan's speech with great diffidence and with a sense of responsibility.

In your leading article of to-day's issue you admit the existence of grievances against the Government which, in common with Mr. Shewan, you wish to see remedied, or carefully safeguarded against in the future. You are also able to discover many gratifying features in the said speech, e.g., evidence of distinct ability, and a good *casus belli*. But your fatal objection to it is its alleged want of dignity. You are apparently in absolute sympathy with Mr. Shewan as regards essentials, but you object to the Debating Society style and want of dignity. You object, however, not incidentally, but in such a way as to make one feel that if at any future time one wishes to inspire an emotion of sympathy in the noble breast of the leader-writer, one must comport oneself with a degree of dignity which would prove an insuperable obstacle to many a worthy aspirant to such high favour. Does the manner of presenting the facts matter very much so long as it is effective? Does it not look like swallowing the camel and straining at the gnat? Surely sufficient incense is already burnt on the altar of dignity by the members of the Legislative Council? If the latter suffer from anything in their deliberative capacities, it is a plethora of dignity, and a Sphinx-like silence. A little less of both would be an improvement. After all, a little diffidence—which might be encouraged if not carefully cultivated, in some of the younger official members—is not one of the seven deadly sins, even if perpetrated in so august an assembly as the Hongkong Legislative Council. The other day a Member of Parliament was heard to murmur in the British House of Commons the meaningless but somewhat poisonous word "Rats." Nothing happened; there wasn't even the customary calling to order by the chair. What—what would happen, supposing—be careful, I only said supposing—that someone, quite accidentally, of course (in a moment, say of temporary insanity), whispered that terrible word—in the Hongkong Legislative Council? The Colonial Secretary (having administered the Government for a brief period) would probably have a fit on the spot; indeed he nearly had one at the last meeting. Would the Governor collapse? Not he! It is probable that the only other casualty would be, I am sorry to say, no less a person than the esteemed Editor of the "Daily Press."

During the interregnum the members of Council have enjoyed a period of exemption from public criticism. The Press has resounded with the praises of the late Officer Administering the Government, and well has he deserved them. But even the summer time comes to an end, and to the evil humours that occasionally collect in one's alimentary system after an unusual surfeit of good things Mr. Shewan's speech, with its biting sarcasm, will prove a powerful antidote, if not an effectual preventative.—Yours truly,

"SCOTLAND FOR EVER."

QUERULOUS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st October.

SIR,—I was able to comprehend without much difficulty the mysteriously specious Commercial Oratory which appeared in your paper this week, thanks to the frequent aid of my little Webster which emanates from the office of a certain gentleman who has made Milwaukee famous. Largely through his efforts many throughout the world have given up the worship of the god "elo custom" and have now become ardent devotees at the shrine of the Milwaukee goddess.

Talking of oratory reminds me that I am not keeping pace with the *Times*. *Tempora mutantur*! I realise with a thrill, that the requisites for a popular speech nowadays are that it be of great length, rambling and "slashing," sprinkled with contradictory statements and generally muddled. It seems to be the fashion to say that you are finished when you have only begun. The scholarly practice of quoting from the Classics continues in popular favour.

It is a fact that such phrases as English gentleman, code of honour, playing the game, *contra bonos mores*, *infra dig*, etc., are now obsolete? Was it Francis Bacon who gave a budding politician the absurd advice to refrain from mixing personal animosity with public duties? I understand now the appropriateness of Macaulay's memorable sentence. Are any of these words interchangeable in a speech? Man, coddle, eulogy, toady, fawning publican, Corcoran blitters? My grammar teacher at Rugby used to tell me that words constantly changed in meaning.

Please state, in millimetres, the difference between "hitting at the belt" and "hitting below the belt."

I think culture is the latest fad of the business world, is it not? What literary treasures should I invest in? Would you recommend Scotch novels, Dickens, Lives of Kaiser Johann and Austen Chamberlain? Shakespeare, of course. I can't remember at the moment any of his heroes except Othello, Caesar and Caius Cassius. I don't suppose I need go in for Dr. Smith's *Principia Latina*; *Th-bits* advises its readers to use instead the Appendix of Phrases at the end of dictionaries. I had no

difficulty in locating the Latin command to turn your head round if you want to see behind you.

The journalistic custom of interspersing bracketed words in reports has apparently been consigned to the limbo of things forgotten. This is regrettable. Even sensitive Mr. Chamberlain needs the encouragement of large audiences. However, not all orators like Birmingham, and may such receive time's noble vindication.

Trusting you or your readers will kindly oblige with answers, and that the labour of hunting up Authorities will not drive any *neque ad nauseam*.—I am, etc.,

TOM BROWNE.

P.S.—What is Sir Christopher's monument? Is it of gold or of silver? Was he the author of a dissertation on the use of sounding brass for empty vessels?

[Curiously enough, the above letter was delivered about the same time as that from "Scotland for Ever." Curious, inasmuch as it *per se* illustrates the nullifying effect of "diffidence" overdone. Its literary method ought to commend it to the writer of the first, even though it is as much hostile to the Hon. Mr. Shewan's speech as the first is in favour. It is so far ineffective that (but for its illustrative value) we should have consigned it to the waste paper receptacle.]

SUPREME COURT.

Monday, 3rd October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SHERIDAN SMITH (PUNISH JUDGE).

OFFICIAL RECEIVER'S POWERS.

In delivering judgment in actions Nos. 1,314 and 1,314, the Yu Loong firm against Shiu Cheong and Kwong Tai, his Lordship said—On August 29th last an action was brought in the Original Jurisdiction by two partners of the Yu Loong firm against the third partner claiming to have account taken of the partnership dealings and to have the affairs of the partnership wound up. On September 17 and 19 two actions in the Summary Jurisdiction were brought in the name of the partnership to recover from two firms—Shiu Cheong and Kwong Tai—the price of goods sold and delivered. After these last two actions had been launched, and in consequence of one, at least, of them having been brought, the defendant in the Original Jurisdiction action applied by summons for an order for the appointment of a Receiver of the credits, assets and effects of the partnership. This summons was heard on September 23, and Mr. S. A. Seth was appointed Interim Receiver, giving security for \$1,500 to the satisfaction of the Registrar. The order as drawn up refers to Mr. Seth as Receiver, not as Interim Receiver, and embodies the production of the security. On the same day, September 23, the hearing of the two Summary Jurisdiction actions was fixed for September 28. When these actions came on for trial it was stated in Court that both defendants had paid the amounts claimed from them to the Receiver, Mr. Seth, who it was admitted had not, on September 28, furnished the necessary security. Mr. Grist, who appeared for the plaintiff in both Summary actions and for the defendant in the Original action, asked for judgment with costs, which Mr. Hastings, who was on the opposite side in the three actions, opposed, on the ground that the appointment of a Receiver ousted every person from receiving debts due to the partnership, and that to give judgment against the defendants in the Summary actions would be to compel them to pay these debts twice over. Mr. Grist based his application on the ground that the appointment of the Receiver required. I am of opinion that Mr. Grist's contention must prevail. The appointment of Mr. Seth as Receiver was clearly constituted upon his giving security: until he gave that security his appointment was not completed; and in the absence of any authorisation to act before he had furnished the security he was not duly constituted to receive any of the assets of the partnership until the security had been furnished. The plaintiffs in the Summary action were, therefore, not barred from their ordinary remedy of an action at law to recover debts due to them as partners, and any judgment they might obtain. In *Ridant v. Fowler* (1903) 1 Ch. 658 at page 662, confirmed on appeal (1904) 2 Ch. 93, Justice Farwell made the following observations on the appointment of a receiver by way of equitable execution, and I see no reason why they are not applicable to the case of a receiver of partnership assets in an action between partners. His Lordship says—“Whatever might be the construction of the appointment of a receiver by way of equitable execution, as applied to a charge in real estate, I am of opinion it is such as regards personalty that when the order is in the form of appointing a Receiver upon giving of security, his appointment is not effected till the security is given. It is a conditional appointment and the giving of security is a condition precedent, and the Receiver unless he has completed his title cannot claim payment of the money! There will, therefore, be judgment for plaintiffs with costs in the two Summary actions, but, as Mr. Grist is satisfied by the payment already made by the defendants to the Receiver, who has since furnished the requisite security, execution as regards the amount claimed will be stayed *ante dicta*. As regards the costs: the defendants in each action will have to pay the costs incurred in his action. I cannot see any way to order the costs to be paid by the Receiver out of the assets of the partnership. This would be to impoverish the partnership assets and to punish the partners for taking an entirely legitimate course to confirm their claim as partners.”

A VERY SERIOUS CHARGE.

The *Choofoo Daily News* of the 15th has the following, which speaks for itself:—

The following despatch was received on Monday at the Russian Consulate here:—

"I hereby earnestly request you to give publicity to the following through the press:—
"The Japanese are ignoring the Red Cross flag, and taking advantage of it to further their hideous purposes. As soon as our hospital corps men advance from the forts and approach our wounded and those of the Japanese, in order to pick them up and carry them to the ambulance stations, the enemy's infantry open fire, killing and wounding the men of the corps. The wounded are left helplessly dying in sight of the forts and batteries, and their sufferings are terrible."
"This happens almost every day. We have found the bodies of dead Japanese with slips of paper attached to them whereon is written in the Russian language the request of the Japanese commander to bury the bodies of those killed in battle. When our hospital corps men go out to fulfil this request, protected by the Red Cross flag, they are murderously fired upon by the enemy."
"On the other hand, when the Japanese show the Red Cross flag, we cease firing; and it has been proven that the Japanese take advantage of this cessation of hostilities to move their troops."

(Signed) BALASHOFF.

Delegate of the Imperial Red Cross Society, and 'Yagermeister' to His Majesty, the Tsar.
The man who signs the above despatch is a man of high rank, standing probably as close to the Tsar as any man who owes allegiance to Russia. He wears more decorations than many of the officers of high rank, and is a wealthy philanthropist devoted to Red Cross work. His statement cannot be doubted.—*China Review*.
[We entertain serious doubts, however.—ED.]

POLICE COURT.

Monday, 3rd October.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

ALLEGED ARSON.

A Chinaman was charged with setting fire to No. 118, Eastern Street. No evidence was forthcoming and the case was remanded.

FURIOUS DRIVING.

The driver of Harry No. 10 (a horse trap) was fined \$6 for furious driving.

EVADING A FARE.

A Chinaman was fined \$10 or 14 days' imprisonment for trying to evade paying a tram fare.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

A DISORDERLY SOLDIER.

Two men of the R.G.A. were charged before Mr. Wolfe, one with assault and the other with larceny of four eggs. The first man was discharged and the other sentenced to seven days' hard labour.

MARINE COURT.

Monday, 3rd October.

BEFORE HON. L. BARNES-LAWRENCE, R. N. (MARINE MAGISTRATE).

NEGLECTED NAVIGATION.

The Harbour Master held an enquiry into the circumstances connected with a charge of negligent navigation, preferred by Gerald G. Vivian, commander of H.M.S. *Rozario*, against Ho Chu, master of the launch *Tweed*, in the waters of the Colony on the 29th ult.

Complainant deposed on oath that when coming into the Harbour on the 29th ult. the *Tweed* crossed his bows from port to starboard, obliging him to go full speed astern to avoid cutting her down. The *Rozario* was towing two rafts at the time.

The position was explained on a chart of the waters of the Colony.

Defendant stated that he was steering his launch at the time in question. He did cross the man-of-war's bows, but did not see her at first. He was proceeding from the Sugar Refinery Wharf to Douglas Wharf.

Summing up, the magistrate said that the *Tweed* was in error, not giving way to the *Rozario*. The defendant's licence was suspended for a month.

DEATH OF HERR JOHANN NÖLTING.

The death of Herr Johann Nörling, of Shanghai, which we briefly announced yesterday morning, is thus referred to by the *N.C. Daily News*:—Shanghai loses a very old and a very much-respected resident in the person of Mr. Johann Nörling, who died here at noon yesterday of heart disease at the age of 64. He was the doyen of the German commercial community here, and there can be few, if any, in the whole commercial world here who antedate him. He came out to Bangkok originally in 1861, and in the following year he came to Shanghai, which has been his home for 42 years; he had only made two trips home in that time, the last being in 1883. He was for some years a partner in the firm of Telge, Nörling & Co., afterwards joining the firm of Taunmeyer & Co., of which he was head partner at the time of his death. For many years he was one of the leading comedians in the brilliant company of amateurs who delighted so many audiences at the Concordia Club, in the little theatre in the Foochow Road. Mr. Nörling and his amiable wife had a large circle of friends of all nationalities, for he was one of those kind, quiet genial men who never grow old and who cannot but make friends and cannot make enemies.

A HONGKONG SALVAGE SYNDICATE.

THE "AGINCOURT" RECOVERED.

The Douglas s.s. *Hailong* arrived here yesterday morning with the s.s. *Agincourt*, recently stranded on Hainan Island, in tow. A syndicate, comprised of Sir Paul Chater, Mr. H. N. Medy, Mr. J. W. Jameson, and others, decided to make an attempt to save that steamer, and also the s.s. *Baron Gordon*, lying wrecked on Bombay Shoal. The *Hailong* was chartered for the purpose. Capt. Mutton, her skipper, was interviewed and gave the following details about the rescuing of the vessel:—

We left Hongkong at 6 a.m. on the 15th of last month, and arrived at the locality where the *Agincourt* was wrecked next day at half-past one in the afternoon. We had on board Mr. J. W. Jameson, and a European and Chinese salvage staff, also pumps, hawsers, etc. By the evening of the 18th ult. all the salvage plant and staff had been transferred to the *Agincourt*. On boarding her, on the 16th ult., it was found that a recent typhoon, which passed close to Hainan Island, had half-filled the holds, heavy seas, apparently, having washed up and about the decks, breaking over the vessel. In the fore and aft, midship section, some of the stanchions were bent, and one at least being broken off. With the exception of what I have mentioned, however, there did not seem to be any further damage since the time Mr. Newman Munford visited her. We left Hainan Island on the morning of the 19th ult., and proceeded to the wreck of the *Baron Gordon*, at Bombay Shoal, Paracels.

Mr. Jameson and the captain and chief engineer of the *Baron Gordon* were on board. Next morning (the 20th), at 10.15 a.m., we arrived within half-a-mile of the vessel. She was bolt upright on the extreme edge of the reef. From our close point of observation we could not see any damage—even the funnel and paintwork looked fresh—so the typhoon could not have had any damaging effect at all on the wreck. At the place where the wreck lay there must have been some three feet of water on the reef, while a few feet away there was a sheer depth, over the edge of the coral, of some 50 to 100 fathoms of water. As the weather was slightly squally, and spray was dashing right up to the bridge of the wreck, it was not considered advisable to try and reach her in a boat. We left the locality at 11 a.m., and steamed out to the track of vessels, with a view of signalling messages either to Hongkong or Singapore. Having met no vessels before dark, we altered our course for Hainan—the *Agincourt*.

We arrived at our destination next day (the 21st), to find nearly all the salvage pumps ready for working, and two anchors out from the *Agincourt*'s bow, with 120 fathoms of wire hawser on each. It only remained for the vessel to be lightened before making an attempt to tow her off. This, however, was no small job. On the 22nd at half-past-two our tow line was secured to the stern of the *Agincourt*. At 6.15 p.m. we started to tow, and continued to do so without success till eight o'clock, when we took the tow-rope on board. Next morning at six o'clock we got closer in to the ship, and again made a rope connection with the stern, and towed. The weather now assumed a threatening appearance, there being every indication of a typhoon. We continued towing till 10 a.m., when as a result of the increased swell from the eastward, on the *Agincourt*'s hull, the hawser parted. The *Agincourt*, it may be remarked, was in a sort of cradle. The weather by this time was looking very dubious indeed, and the *Hailong*'s position was very far from comfortable, so we picked up both anchors at noon and steamed for Tin Hosi Anchorage, where we brought up at 1 p.m.

The weather remained threatening and squally till noon of the following day (the 24th). At 4 p.m. on that day we hove up the anchor and went around to have another look at the *Agincourt*. Finding her all right, we proceeded to Hoilao. At that time (4 p.m.) we signalled the s.s. *Siam*, bound for Singapore, and asked her to report by a wire to Hongkong that all was satisfactory with us. On the 25th ult., at 10 a.m., we signalled the German s.s. *Apenrade*, the captain of which very kindly undertook to receive and deliver at Hongkong our despatches, which were sent off to him in one of our boats. We arrived at Hoilao at 11 a.m. On going ashore with the intention of sending a telegram to Hongkong, the telegraph official informed us that he could not guarantee that our message would reach Hongkong under three days—no telegrams were sent. Hoilao is not a very up-to-date place. To signal for water we had to hoist a bucket half way up the mast. We left Hoilao on the 26th ult., at 2.20 p.m., having succeeded in securing (in our 27-hour stay) ten tons of fresh water and some fresh provisions. We arrived back at the *Agincourt* on the 27th ult., at 7 a.m. On the 28th ult., at half-past-nine, we got ready for towing the *Agincourt*'s bow, and at 11 a.m. commenced doing so. At 2 p.m. we stopped for a while, having managed to pull the bow out about 60 feet. At 8.30 p.m. on the same day (28th ult.) having shifted the position of the *Hailong*, we renewed towing till half-an-hour before midnight. On this occasion we succeeded in bringing the ship to a position at right-angles to the beach. At 10.40 a.m. on the 29th we towed again, till 11.25 a.m., when the tow-rope, a new ten-inch Manila, parted. We secured the tow-line again and, at a quarter-to-one, recommenced work. At 1.20 p.m. the hawser parted for the third time, so we quit towing. At 3.30 p.m. we ran in a four-inch wire, and made fast to the *Agincourt*, and, at 4.30 p.m., towed again. At 6.15 p.m., as dark was setting in, we stopped towing, and secured everything for the night, intending to continue towing on the following morning. As the tide rose, at 8.30 p.m., the *Agincourt* floated,

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

and those on board her immediately hove on to their two anchors, while the *Hailong* shortened in the tow-line connecting the two vessels. The result was that at 9.30 p.m. the *Agincourt* was securely moored in four-and-a-half fathoms. At six o'clock next morning (30th ult.) we cast the tow-line off, and proceeded to get in readiness for towing the *Agincourt* to Hongkong. By noon two hawsers—two 12-inch lines, 100 fathoms long—were secured to our stern, and to either bow of the *Agincourt*. The anchors were hove up at 12.30 p.m., and we proceeded at full speed for Hongkong. During the trip up we experienced fine weather, having no trouble whatever with the vessel. We arrived off the west point of Lamma Island at 8 p.m., Sunday, and anchored for the night. At six o'clock this (Monday) morning we proceeded to secure alongside of the *Agincourt*, and in this position towed her through Hongkong harbour. She anchored off No. 1 buoy, Kowloon Docks.

Mr. J. Watt Jameson, interviewed by a representative, gave some interesting particulars concerning the salvage of the *Agincourt*. He said she went ashore on the south of Hainan Island between Hainan and Nanking Island. She was in ballast. She was driven ashore in a gale. When her plight was reported the Douglas s.s. *Hailong* was chartered for salvage purposes, and she left Hongkong on the 15th September with all the necessary salvage gear on board and a wrestling party under the charge of Mr. J. Watt Jameson. The *Hailong* arrived at the scene of the disaster at one o'clock on the 16th ult. and commenced operations by putting the salvage gear on board the *Agincourt*. The holds were found to be full of water up to within a few feet of the 'tween decks and the engine room full up to below the cylinders. The salvage gear and an engine having been put on board the pumps were set to work. On the 17th an 8-inch pump was put on to clear the engine-room and a 12-inch pump on the No. 1 hold. These were kept going till the 19th, when the *Hailong* left for the purpose of surveying the wreck of the *Baron Gordon*, the salvage of which had also been entrusted to Mr. Watt Jameson. The *Baron Gordon* was reached at 10 a.m. on the 20th, but there was too much sea on the Bombay Shoal, where she lies, to allow of a landing. However, the ship was found to be intact, with her flag signals still flying, showing that she had not been overtaken by any typhoon since going ashore. There was about five feet of water all round her. Seeing that there was no chance of proceeding to save the *Baron Gordon* for the time being, a shape was again made for the *Agincourt*, and it was found there that the engine-room had been pumped out; two bower anchors had been laid out and the salvage work was progressing well. On the 22nd towing was commenced on the after port quarter, in an increasing swell. On the 23rd the towing hawser broke in the midst of the typhoon and the *Agincourt* had to be sunk again to save her from the fury of the seas. From then until the 27th nothing could be done. On the latter date the engine room was pumped out and steam got up in the main boilers. On the 28th the ship's head came out 60 feet and on the 29th another 60 feet. On the following day the ship was hoisted, and at 12.25 p.m. the voyage to Hongkong was begun in fine weather, the *Hailong* towing with 120 fathoms of hawser between the ships. On Sunday the weather freshened to a north-east breeze; the *Hailong* and her tow arrived in the Harbour at 6.30 p.m. and anchored off Green Island. Yesterday morning she was towed over to the Kowloon Docks, where she will be put through a general overhaul. The *Agincourt* does not appear to have sustained very much damage.

The *Baron Gordon* is expected to be salvable if the weather should hold fine, and she lies in a position favourable for the operations of the salvaging party. Mr. Watt Jameson intends to leave Hongkong to-morrow with the *Hailong* to undertake the salvage of the *Baron Gordon*.

S. C. FARNHAM, BOYD & CO., LD.

From a *Daily News* report of the shareholders' meeting at Shanghai, we have taken the following extract from the Chairman's speech. The proposal before the meeting was for reconstruction with a view to accepting a proposal to purchase the company's business and undertaking by a new company to be formed and registered in London. There was a very large attendance. The Chairman (Mr. J. R. Twentyman) said: The Articles of Association enable us to enter into an agreement, but in this case we decided to have your acceptance of the conditions before entering into anything definite or binding. It is proposed to make the nominal capital of the Company £1,200,000 sterling; any more money which may be required will be raised by debentures in London at 5½ per cent. per annum. After the sale of this Company to the new Company, it is proposed to form another Company to take over the Old Dock and a portion of the land between the Cosmopolitan and International Docks at a valuation for wharf and godown accommodation. You will be made acquainted with all such proposals later on. We understand the proposed London Board of Directors are people of financial standing; it therefore seems obvious they would never go in for such an undertaking without a prospect of getting something out of the transaction. The shareholders are masters of the situation and will always have the same power they have hitherto possessed, providing they continue to hold the majority of the shares. The Directors who are largely interested in the business are not likely to sell the undertaking which has proved such a valuable investment to them, without being sure of the benefits to be derived therefrom. The shareholders may therefore feel certain that everything will be fully considered before the agreement is signed. The conditions of the purchase are that the management in Shanghai remains the same as hitherto. (Applause.) There are two other points we wish to call your attention to. The first is after increasing the capital you are still within range of dividends from the present earning power. By extending the business you are in a position to increase the earning power, and if the wharf scheme is carried out, it seems to us, the shareholders should be in a very good financial position. Although this is brought before you for acceptance, it is by no means an "fait accompli" but we have no reason to suppose the parties with whom we are dealing will withdraw. The proposal was accepted.

ENLARGEMENTS

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE,

AND IS SOLD AT A REASONABLE

PRICE.

EITHER FOR

Cash OR Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong 24th August, 1904. [2150]

DR. NEWELL WILSON, DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

INSURANCES

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. 105
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.
Hongkong, 21st April, 1887.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO. Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887.

NORTHERN ASSURANCE CO.

FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO. Agents.
Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903 £18,898,850.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FUND FUNDS, 3,056,981 12 3

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 18th June, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.
MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. 1121
Hongkong 28th April, 1904.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS.
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899.

A. LING & CO.

PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOGGOW
JACQUETTED WARE.
22, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.
Manufacturers of Hand-made Pure
HAVANA CIGARS and CIGARETTES.
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 28th May, 1904.

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.
REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I., A.E.C., Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length, 523 feet.
Length on Blocks, 513
Width of Entrance on Top, 59
Width of Entrance on Bottom, 77
Water on Blocks at Spring Tide, 26 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length, 371 feet.
Length on Blocks, 350
Width of Entrance on Top, 65
Width of Entrance on Bottom, 53
Water on Blocks at Spring Tide, 22
PATIENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING of SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 112 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT
READY at SHORT NOTICE.

1793

INTIMATIONS

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms, for the year 1905, or for the three years 1905, 1906, 1907.

OPTUM FARMS.
SPIRIT LICENSE FARMS.
PAYMENT RESTRICTION FARMS (North Borneo only).
For particulars, apply to—
Messrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 27th August, 1904.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government exclusive of Import duties on Wines, Beer and Spirits and liquors which are farmed separately, and Export duty on Opium, Tobacco, Timber, Coal, Minerals, Cattle, and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepitong River in Padas Bay on the West Coast, to Boursuck Point, Siboko Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or Stations.

Tenders should be sealed and addressed to the Secretary to the Asst. Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 67.

Removal work at Canton River Barriers; precautions to be observed by passing vessels.

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that, with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a red and white flag (International H) is shown from a barrier, or from a boat in the neighbourhood of a barrier, it will indicate that the work of a steamer is liable to endanger life and property.

Under these circumstances a steamer should pass that neighbourhood at as slow a speed as possible.

2. When a red flag is shown from a barrier or from a boat in the neighbourhood of a barrier it will indicate that a vessel must not, so long as that flag is flying attempt to pass the barrier. This latter is an emergency signal to meet possible contingencies.

J. HOWELL MAY,
Harbour Master.

Approved,
S. M. RUSSELL,
Deputy Commissioner of Customs.
Custom House,
Canton, 1st October, 1904.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. RYNNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903.

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURE WEGENER & CO.,
Sole Agents.

Hongkong, 18th May, 1903.

VISITORS TO CANTON

Should purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

BY
CAPTAIN C. V. LLOYD (S.E. "HANKOW")
With Illustrations, Maps and Plans.

Price, \$1.50

On Sale at—
"DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. W. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—
MANAGERESS,
Macdonnell Road

or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE.

MRS. GILL ANDERS

"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 19th March, 1904.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
BOOMS, with Board.

Apply to Mrs. MATHER,
2, Piddars Hill.
Hongkong, 1st January, 1902.

BOXER AGITATION AGAIN.

Writing on the 17th September, the N.C. Daily News correspondent in North Western Shanlung sends some sensational news. In this region, it will be remembered perhaps, there have already been several outbreaks within a few months on account of reluctance to pay the redempted taxes imposed by the Father-and-Mother officials, largely for their own behoof, but all of which are laid to the "for a contribution." A few days since, he says, numerous agents of what is openly announced as a "Band of Public Harmony" (I Ho Tuan) in precisely the same terms as were used in 1899 and 1900, busied themselves in disseminating "written prospectuses" of their society, just as was done five and four years ago.

He secured two copies of this document, which begins in the name of "Hong Chuan" by which term is designated either nature as a whole, or according to the mythologies the first of divinities, who announces that on the seventh of the seventh month of the current year the Fairy Spirit Niu Lang (the "Milkman" or Cowherd of Chinese superstition, fabled to meet his celestial bride for a single night only at this date) will begin to operate, and all men are to wait upon his movements, keeping lamps burning all night. Every member of every family, old and young, male and female, must wear a red strip of cloth about the head (just as in 1900) and burn incense three times with faces to the south-east. During the entire night no one is allowed to sleep, and if any should be disobedient, Niu Lang would be unable to descend to his "altar" to save mankind from their woes. The same ceremonies are to be observed on the 15th of the 7th moon. From the 1st of the 8th moon to the 15th, a full half moon, no one is allowed to eat meat or to drink wine. If this rule is violated all the family, old and young, are certain to be injured by foreigners ("yang jen"). For three days no one is to light a fire, for should this be done it will be impossible to fend off the guns and cannons of the foreigner. On the ninth of the ninth moon, foreigners are to be exterminated root and branch (chien tsao ch'ien ken). All the gods and spirits will then protect all under-heaven which will be peaceful. The five grains will be produced in abundance. All persons are to assist in propagating this notification. A single sheet will ward off the calamities of one individual, three copies circulated will ward off ills from a whole family, ten sheets will do the same for an entire village, so that they can all learn the principles of the I Ho Tuan, or Harmony Band.

Thirty copies of this sheet will induce supernatural manifestations. The notice closes with a reminder that the 7th of the 7th moon, the 8th of the 8th moon, and the 9th of the 9th moon are the dates when fire is contra-indicated. In a closing line one is informed that the boards on which this document is cut are kept in the Jui Hsing book-cutting shop, on the west side of the "Yen Shou Monastery street" in Peking.

To each copy the name of the individual who circulates it is appended. In every way these openly issued and widely scattered circulars are noteworthy. The attention of the proper authorities has been called to the fact.

A RUSSIAN "TAPLEYISM."

The Paris Patrie publishes, from the newspaper specially founded for the Russian troops in Manchuria, the Messenger of the Manchurian Army, the following Russian comment on the progress of the war:

"For the last five months Japan has been committing in the eyes of the whole world honourable suicide with inflexible stubbornness. Japan continues to send her divisions and ships to be destroyed, for she prefers to be led to death in war and to die of hunger in Manchuria rather than at home. What has Japan gained during the last five months? What has she done? Absolutely nothing. She is no whit nearer victory, but she has lost nearly half her fleet and is further than ever from final success. Moreover, Japan is doing what she can to realize completely the plan of campaign which we had foreseen. She is continuing to cut her way through Manchuria to the destruction awaiting her in the narrow defiles and ravines of this region. Generals Kuroki and Oku are beginning over again the fatal blunders of Charles XII and Napoleon by pushing further and further inland, blunders for which they were cruelly punished."

A TIENTSIN SCARE.

The China Review on September 21st asked: "Can anyone inform us why nearly every day from thirty to forty Japanese are leaving here for Shensi taking with them large numbers of pamphlets and bundles of other printed notices and matter?"

Next day a correspondent replied: "I firmly believe, if the rumour be true, that they are emissaries to prepare for a new rising against foreigners. Well knowing that they have their hold on Manchuria, nothing would suit the Japanese better than a great upheaval in China at a time when they recognise that all their chances would be lost in a subsequent European intervention, which would then be a certainty, and a 'Better in the North.' [The English equivalent of that phrase is 'A friend in need'—lit. 'a saviour in the need']"

3583-1

THE YOKOHAMA SPECIE BANK, LIMITED.

The 49th report of this Bank reads as follows:—The directors submit to you the annexed statement of the liabilities and assets of the bank, and profit and loss account for the half-year ending 30th June, 1904.

The gross profits of the bank for the past half-year, including 427,667,884 yen brought forward from last accounts, amount to 6,489,418,194 yen, of which 4,582,417,636 yen have been deducted for current expenses, interests, &c., leaving a balance of 1,907,000, 58 yen.

The directors now propose that 200,000,000 yen be added to the reserve fund, raising it to 9,520,000,000 yen, and that 100,000,000 yen be placed to the silver funds. From the remainder the directors recommend a dividend at the rate of twelve per cent. per annum, which will absorb 720,000,000 yen on old shares and 350,000,000 yen on new shares, making a total of 1,070,000,000 yen.

The balance, 527,000,558 yen, will be carried forward to the credit of next account.

NAGATANI SOMA, Chairman.

Head Office, Yokohama, 10th September, 1904.

The accounts are as follows:—

BALANCE-SHEET.

For the year ended 30th June, 1904.

LIABILITIES.

Capital paid up 13,000,000,000 Yen.
Reserve fund 9,320,000,000 Yen.
Reserve for doubtful debts 235,381,839 Yen.
Reserve for depreciation of bank's premises, properties, furniture, etc. 637,315,900 Yen.
Reserve for silver funds 400,000,000 Yen.
Deposits (current, fixed, etc.) 72,772,020,062 Yen.
Bills payable, bills re-discounted, acceptances, and other sums due by the bank 94,074,102,114 Yen.
Dividends declared 5,194,520 Yen.
Amount brought forward from last account 427,667,884 Yen.
Not profit for the past half-year 1,479,332,674 Yen.
Yen 197,921,143,084

ASSETS.

Cash account— Yen.
In hand 6,964,228,550 Yen.
At bankers 6,390,120,490 Yen.
Investments in public securities 13,524,330,240 Yen.
Bills discounted, loans, advances, &c. 51,895,124 Yen.
Bills receivable and other sums due to the bank 110,284,672,504 Yen.
Billion and foreign money 161,514,930 Yen.
Bank's premises, properties, furniture, &c. 2,168,823,950 Yen.
Yen 197,921,173,084

PROFIT AND LOSS ACCOUNT.

To current expenses, interests, &c. 4,582,417,636 Yen.
To reserve for silver fund 200,000,000 Yen.
To dividend—6,000 yen per share for 120,000 old shares—720,000,000 yen and 3,000 yen per share for 120,000 new shares—360,000,000 yen. 1,080,000,000 Yen.
To balance carried forward to next account 527,000,558 Yen.
Yen 4,869,418,194

By balance brought forward 31st December, 1903, 427,667,884 Yen.
By amount of gross profits for the half-year ending 30th June, 1904, 6,061,750,310 Yen.
Yen 6,489,418,194

We have omitted only the usual certificate of audit. The chairman's speech at the shareholders' meeting we have already published.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Cornwall* left Singapore for this port on the 1st Oct. at 5 p.m., with the outward English mails, and is due here on the 6th Oct. at about 1 a.m.

The I.G.M. steamer *Princess Alice* left Colombo on Saturday, the 1st Oct., p.m., and may be expected here on Wednesday, the 12th October.

The I.G.M. steamer *Bayern*, which left here on Wednesday at noon, arrived at Singapore on Sunday at noon.

The I.G.M. steamer *Zieten*, which left here on the 28th Sept., arrived at Shanghai on Saturday at 3 p.m.

MISCELLANEOUS.

The s.s. *De Anson* brought 1,600 tons of rice and 400 tons of teakwood from Bangkok for Messrs. Butterfield & Swire.

The s.s. *Borneo* brought 2,500 tons of timber from Sandakan for Messrs. Melchers & Co.

Mr. G. McBain's s.s. *Stella* arrived from Langkat yesterday with 2,000 tons of petroleum. She experienced fine weather throughout the voyage.

The s.s. *Indra* arrived from New York yesterday with 1,200 tons of case oil, and some 1,500 tons of general merchandise.

The s.s. *Carl Menzel* brought up 2,400 tons of coal for the East Asiatic Trading Co.

Mr. Marty's s.s. *Hanoi* arrived from Haiphong and Hoiha yesterday with 1,000 tons of general merchandise.

The s.s. *Sui Sang* arrived from Samarang yesterday with 3,000 tons of sugar.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 3rd at 11.35 a.m. The barometer has risen slightly in S. China, and fallen at all other stations.

Gradients are moderate upon the China Coast and moderate to fresh N.E. winds will prevail in the Formosa Channel and over the northern part of the Chi Sea.

Forecast:—Moderate to fresh N.E. winds, cloudy, fair generally.

WHISKIES.

BUCHANAN'S CELEBRATED
BLENDS OF SCOTCH WHISKY are
Supplied by Royal Warrant of Appointment to
His Majesty King Edward VII. The Prince of
Wales, and also to the House of Lords and
the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$16.50
Royal Household ... \$20.50
Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Road.
Hongkong, 22nd August, 1904.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,
Large Size \$5.00 per 100

Gold Tippee Medium Size
\$3.75 per 100

ZAFAR,
Large Size \$4.60 per 100

Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100

Medium Size \$3.50

THABIT,
Large Size \$3.00 per 100

Medium Size \$2.75 per 100



SOLE AGENTS FOR HONGKONG:

1615] KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT

RAILWAY

MATERIAL

Hongkong, 1st October, 1904.

a333

JAPAN



COALS.

SHIPPING.

ARRIVALS.
AGINCOURT, British str., 2,876, Jas. B. Watson, Hainan Island 1st Oct.—Sander, Weller & Co.
AUSTRALIAN, French str., 2,886, H. Verron, 3rd Oct.—Yokohama 25th Sept., Mails and General—Messageries Maritimes.
CARL MENZEL, German str., 984, Voss, 2nd Oct.—Hongkong 30th September, Coals.—East Asiatic Trading Co.
HALLOONG, British str., 784, C. A. Mutton, 3rd Oct.—Hainan Island 1st October.
Douglas Lapraik & Co.
HANOI, French str., 700, P. Morieux, 3rd Oct.—Haiphong and Hoihow 2nd Oct.—General—A. R. Marty.
INDRAWATI, British str., 3,339, Hill, 3rd Oct.—Manila 20th September, General—Jardine, Matheson & Co.
MADAGASCAR, British str., 2,883, Finlay Kerr, 3rd Oct.—Kutchinofa 28th Sept., Coals.—Doddwell & Co.
NUMANTIA, German str., 3,000, Zerkner, 2nd Oct.—Kobe 26th September, General—Hamburg-Amerika Linie.
OSCAR II., Norwegian str., 2,000, R. Olsen, 3rd Oct.—Mojji 27th Sept., Coal—M. B. Kaisha.
RUBI, British str., 1,611, R. W. Almond, 3rd Oct.—Manila 1st October, General—Shewan, Tomes & Co.
SAGAMI, British str., 2,687, Saitoh, 3rd Oct.—Yokohama 15th Sept. and Amoy 2nd Oct.—General—Doddwell & Co.
STETTIN, British str., 1,396, J. E. Farrell, 2nd Oct.—Singapore 25th Sept., Kerosine—Geo. McBean.
SUSANG, British str., 1,776, V. McC. Liddell, 3rd Oct.—Samarang 25th Sept., Sugar—Jardine, Matheson & Co.
TREMONT, Amr. str., 956, C. Thos. W. Garlich, 3rd Oct.—Manila 1st Oct., General—Doddwell & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
3rd October.
Jacob Diederichsen, German str., for Hoihow.
Kichung, British str., for Chetoo.

DEPARTURES.
3rd October.
CHINGTU, British str., for Australia.
CHOYSANG, British str., for Canton.
HAILAN, French str., for Paochoi.
KWANGLO, Chinese str., for Shanghai.
SIRIUS, British str., for Mrs. Bay.
WURU, British str., for Saigon.
YUENSANG, British str., for Manila.

VESSELS IN DOCK.
3rd October.
ABERDEEN DOCK.
Kowloon Dock—U. S. S. Pathfinder, Lika, Kanpo, Agincourt, Providence, Nicomedia.
COSMOPOLITAN DOCK.

VESSELS PASSED ANKER.
Sept. 15, Norw. bgo, Phoenix, Johnson, May 13, from New Orleans for Anjer.
Sept. 15, British str., Tweeddale, Milne, from Chingwangtan for Durban.
Sept. 16, German str., Emma Lyden, Marous, Sept. 15, from Tientsin for Hongkong.
Sept. 16, Italian ship, Orada, Putero, from Pascoera.
Sept. 17, Amr. ship, Maxwell Llaguna, Nichols, June 6, from New York for Chetoo.
Sept. 18, British 4-m. bgo, Jutepolis, Stewart, Aug. 6, from Penang for Sourabaya.
Sept. 19, French bgo, L'Herminette, Gueno, June 29, from Diego Suarez for Saigon.
Sept. 19, British str., Isada, Brooks, Sept. 17, from Singapore for Fremantle.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 4th October, 1904, at 1 p.m., the Company's Steamship "AUSTRALIAN," Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRAMSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 3rd October. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 21st September, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above ports TO-DAY, the 4th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 27th September, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"PURNEA,"
Captain J. B. Pearson, will be despatched as above TO-MORROW, the 5th October, at DAYLIGHT.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 23rd September, 1904.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.
Hongkong, 22nd September, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th inst., at Noon
MARSEILLES, LONDON, AMSTERDAM, &c.	PATROCLES	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	11th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	ULYSSES	Brit. str.	Williams	BUTTERFIELD & SWIRE	11th inst.
MARSEILLES, &c., via Ports of Call	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	11th inst.
BREMEN, via Ports of Call	AUSWALDEN	Freder. str.	Verron	MESSAGERIES MARITIMES	11th inst.
HAVRE & HAMBURG	SACRES	Freder. str.	H. Feyon	MATTHESSON & CO.	11th inst.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	11th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	11th inst.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	11th inst.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	11th inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	11th inst.
DURBAN, NATAL	COURTFIELD	Brit. str.	J. W. Martin	GIBB, LIVINGSTON & CO.	11th inst.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aus. str.	Mistorigo	SANDER, WIELER & CO.	11th inst.
GENOA, MARSEILLES & LIVERPOOL	PINGUEBY	Brit. str.	...	BUTTERFIELD & SWIRE	11th inst.
NEW YORK, via PORTS & SUEZ CANAL	HINDUSTAN	Brit. str.	...	DODWELL & CO., LD.	11th inst.
VANCOUVER, via SHANGHAI, &c.	CLAYBURN	Brit. str.	Parker	SEWAN, TOMES & CO.	11th inst.
VANCOUVER, via SHANGHAI, &c.	EL OF CHINA	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	11th inst.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	ATHEMIA	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.	11th inst.
PORTLAND, OREGON	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LIMITED	11th inst.
AUSTRALIAN PORTS	YANGTZE	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	11th inst.
YOKOHAMA & KOBE	YAWATA	Brit. str.	A. H. Shaw	GIBB, LIVINGSTON & CO.	11th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	A. E. Meas	NIPPON Yusen KAISHA	11th inst.
YOKOHAMA & KOBE	COROMANDEL	Brit. str.	L. Dawson	BUTTERFIELD & SWIRE	11th inst.
YOKOHAMA & KOBE	WUHOONG	Brit. str.	G. M. Montford	P. & O. S. N. Co.	11th inst.
YOKOHAMA & KOBE	FRITHJOFF	Brit. str.	H. A. Haraldsen	BUTTERFIELD & SWIRE	11th inst.
YOKOHAMA & KOBE	M. STRUVE	Brit. str.	T. Brandt	OSAKA SHOSHEN KAISHA	11th inst.
YOKOHAMA & KOBE	PROVIDENCE	Brit. str.	K. Kornelinsen	OSAKA SHOSHEN KAISHA	11th inst.
YOKOHAMA & KOBE	TRUMPH	Brit. str.	A. Hansen	OSAKA SHOSHEN KAISHA	11th inst.
YOKOHAMA & KOBE	PURNEA	Brit. str.	J. B. Pearson	JARDINE, MATHESON & CO.	11th inst.
YOKOHAMA & KOBE	HAINAN	Brit. str.	Robson	DOUGLAS LAPRAIK & CO.	11th inst.
YOKOHAMA & KOBE	TAMING	Brit. str.	Pennafather	BUTTERFIELD & SWIRE	11th inst.
YOKOHAMA & KOBE	RUBI	Brit. str.	R. W. Almond	SEWAN, TOMES & CO.	11th inst.
YOKOHAMA & KOBE	AUSWALDEN	Brit. str.	Schaw	GIBB, LIVINGSTON & CO.	11th inst.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. Rodger	SEWAN, TOMES & CO.	11th inst.
YOKOHAMA & KOBE	KAIFONG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	11th inst.
YOKOHAMA & KOBE	CAPRI	Ital. str.	Belsito	CARLOWITZ & CO.	11th inst.
YOKOHAMA & KOBE	C. APCAR	Brit. str.	A. Stewart	JARDINE, MATHESON & CO.	11th inst.
YOKOHAMA & KOBE	NAMSANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	11th inst.
YOKOHAMA & KOBE	MASSANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	11th inst.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
The Steamship

"BENGAL,"
Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 8th OCTOBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "India," 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 20th November, 1904.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 26th September, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
The Steamship

"AUSTRALIAN,"
Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon and Stewardess are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 30th September, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Steamship

"AUSTRALIAN,"
Captain A. H. Shaw, will be despatched as above on SATURDAY, the 15th October, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 30th September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austen, R.N.R.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 12th Oct.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 16th Nov.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th Dec.
Hongkong to London, 1st Class ... via St. Lawrence Lou ... via New York 282.
Intermediate or Steamers, ... \$40. ... \$42.
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 26th September, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 8th Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 15th Oct., 10 A.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th September, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 6th Oct. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA (ex STRASSBURG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, QUEEN'S BUILDINGS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 12th October
SACHSEN	WEDNESDAY 26th October
ZIETEN	WEDNESDAY 9th November
PRINZESS ALICE	WEDNESDAY 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY 7th December
PRINZESSEN	WEDNESDAY 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY 4th January 1905
PRINZ HEINRICH	WEDNESDAY

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at NOON, the Steamship "SACHSEN," Captain H. Feyon, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 28th September, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,370	Wagner	October 10th, 1904.
"NUMANTIA"	4,370	Wagner	October 27th, 1904.
"ARABIA"	4,463	Bahle	November 13th, 1904.
"ARAGONIA"	5,108	Schuldt	December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 25th August, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	LEAVING
TAKOW VIA ANPING, SWATOW AND AMOY	"PROVIDENCE" WEDNESDAY, 5th Oct., at Daylight.
TAMUI VIA SWATOW AND AMOY	"FRITHJOFF" SUNDAY, 9th Oct., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	"TRUMPH" WEDNESDAY, 12th Oct., at Daylight.
TAMUI VIA SWATOW AND AMOY	"M. STRUVE" SUNDAY, 18th Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
Hongkong, 30th September, 1904.

T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
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* SHANGHAI ... { COROMANDEL ... } About 7th October ... Freight and Passage.

LONDON, &c. ... { BENGAL ... } Noon, 8th October ... See Special Advertisement.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... { JAPAN ... } About 13th October ... Freight and Passage.

* Expected to arrive on, or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 30th September, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—Standard Oil Co.
BOURPAKI, French barque, Jean—Standard Oil Co.
E. B. SURTON, American barque, Johnson—Order—

THE new and fast Twin-Screw Steamer "SAN CHEUNG,"
851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"ULYSSES"	On 3rd October.	
GLASGOW AND LIVERPOOL	"JASON"	On 14th October.	
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 22nd October.	
GLASGOW AND LIVERPOOL	"PYRRHUS"	On 27th October.	
GLASGOW AND LIVERPOOL	"YANGTZE"	On 29th October.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	On 11th October.	
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.	
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 3th November.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th September, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CEBU & ILOILO	"KAIFONG"	On 4th October.	
MANILA	"TAMING"	On 5th October.	
YOKOHAMA and KOBE	"TATYUAN"	On 7th October.	
SHANGHAI	"WOOSUNG"	On 8th October.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th September, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
KUDAT & SANDAKAN	"MAUSANG"	Friday, 7th Oct., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"NAUSANG"	Tuesday, 11th Oct., 3 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 30th September, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAT"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "COURTFIELD," sailing from here on 5th October,
via CHIN-WAN-TAO (taking Cargo for Durban).

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 27th September, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAINUN,"

Captain Robson, will be despatched for the above
ports on THURSDAY, the 6th inst., at
11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 3rd October, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

VIA PORTS AND SUEZ CANAL

Proposed sailings from Hongkong.

"HINDUSTAN" ... 10th Oct.

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Captain E. J. Page, of 1065 tons, Registered, is
the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The engine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class ... \$3.00 for Single journey.

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA

MANILA, THURSDAY ISLAND,

TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU"

Captain A. E. Moses, will be despatched as
above on FRIDAY, the 21st inst., at 4 P.M.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and with
all modern fittings and improvements for the
safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and
Stewardess carried.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st October, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw

Steamer

"TAI ON,"

Captain J. Lawrence, leaves the Tang Yik

Wharf, Prince's Building, on MONDAYS,

WEDNESDAYS and FRIDAYS at 8.00 P.M.

returning from Canton on TUESDAYS,

THURSDAYS and SATURDAYS, at 5 P.M.

FARES:—

Saloon ... \$2.00

Chinese Saloon ... \$1.00

2nd Class ... 0.60

Steerage ... 0.20

This well-known steamer has been fitted

throughout with Electric Light. Unrivalled

accommodation, excellent cuisine, best brands of

Wines and Spirits at moderate charges.

YIK ON S. S. CO.,

309, Des Voeux Road Central.

Hongkong, 9th July, 1904.

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

FROM YOKOHAMA AND KOBE.

THE Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed and

stored at their risk, into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the Undersigned before

NOON, on the 4th October, or they will not

be recognised.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 4th

October, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Agents.

Hongkong, 27th September, 1904.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 9 A.M.

TO-MORROW MORNING, the 28th inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 4th October, will be

subject to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on Tuesday, the 4th October, at 9.30

A.M.

All Claims must reach us before the 10th of

October, 1904, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 27th September, 1904.

OCEAN STEAMSHIP COMPANY,

LIMITED,

AND

CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION,"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 30th instant.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined at 11 A.M., on the 5th prox.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods

remaining undelivered after the 5th prox., will

be subject to rent.

All Claims against the Steamer must be

presented to the undersigned on or before the

5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23th September, 1904.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BEN VENUE"

FROM MIDDLESBORO, LEITH AND

LONDON.

CONSIGNEES of Cargo are hereby inform-

ed that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd., whence

and/or from the wharves delivery may be

obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 5th prox., will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

15th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 5th prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 28th September, 1904.

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$25 per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for line o

more than average length.

